TOWN COUNCIL.

HELD AN EIGHTEEN-MINUTE SESSION MONDAY NIGHT.

Fireman Wissner of Phonix Mose Company Nonplussed by the Eapidity of the Council's Dispatch of Business - Action on Important Matters Deferred - President Ep pley of the Essex Cross Railway Company Surprised and Disan-

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The trite saying that it is the unexpected that always happens was aptly demonstrated at the Town Council meeting Monday night. The previous meeting of the Council had been almost a midnight session, and as the matters then considered were left in an incomplete state it was anticipated that they would be taken up Monday night again and occasion another long session. Contrary to all expectation and much to the disappointment of some interested parties, the session was one of the shortest on record, lasting only eighteen minutes. The absence of Councilman Farrand on account of illness caused the postponement of action on a matter that would have otherwise taken up much time.

The most astonished and disappointed person among those in intendance at the Council session was lireman Frank Wissner of Phoenix Hose Company. The pool table and furniture in Phoenix Hose Company's count have recently sustained some damage from leaks in the root of the building, and a committee was appointed at a recent meeting of the company to report the bad condition of the roof and the need of repairs before the Town Council. Mr. Wissner was one of that committee; and his purpose at the meeting was to address the Council in behalf of Phoenix Hose Company. Mr. Wissner failed to take advantage of the rule in Council procedure whereby any citizen present is invited to bring any matter he may have in hand before the Council previous to the taking up of the routine order of business. He was under the impression that his time to speak would come after action on the reports of sub-committees, and he was indignant to learn that the Council had adjourned before it appeared to him to have fully got under way in the transaction of business.

Francis M. Eppley, President of the Resex Cross Railway Company, was also disappointed Monday night by the rapid dispatch of business. Mr. Eppley drove over from Orange in the storm, and did not rea h the Council room until after the Council had acted upon the Essex Company's franchise application by accepting a progress report from the Franchise Committee and postponing further action until the next regular meeting.

Councilman Moore, Chairman of the Franchise Committee, reported that at a conference between members of the Council and officials of the railway on Friday night of last week the provisions of the ordinance were pratically agreed to by both sides, and it was now in shape to report for final reading, and would have been reported at Monday night's meeting, but for the absence of Councilman Farrand, who was detained at his home by filuese.

Chief Engineer B. F. Higgins and several members of the Fire Department were present at the meeting, and some of them were expecting a report from the Fire Committee with regard to a new fire house. Chairman Unanget of the Fire Committee stated that there was nothing new to report. It is understood that the Fire Committee has been unable to secure any modification of the terms under which Thomas H. Decker proposed to erect a fire-house, and it is likely that negotiations in that direction may be abandoned. A strong sentiment has also developed in Essex Truck Company against moving from the present headquarters except to a town-owned building.

First Assistant Chief Engineer of the Fire Department Herman Elchhorn, who is interested in the extension of Crown Street from its present terminus to Conger Street, was among the spectators at Monday night's meeting.

Chairman Moore of the Legal and Franchise Committee reported progress in the matter of the petition of the Newark city water lepartment for the formal consent of the Council to the, laying of a sixty-inch water main in Bloomdeld Avenue by the city water department. Mr. Moore said that calter a conference with Chief Engineer Sherrerd of the city water department in regard to the request from this town for some arrangement whereby sewerage facilities could be supplied for a portion of this town by connection with the city sewers, it was decided to lay the matter over until the next meeting of the Town Council, when Mr. Sherrerd will be able to report the views of the city sewer department in regard to the

LIVELY DEBATE OVER TROLLEY

East Orange Council Turns Down Application of Essex Cross Railroad Company.

PERSONALITIES INDULGED IN

After hoxing had the question under consideration for more than a year the East Orange City Council last night, by a vote of 7 to 2, refused the application of the Essex Cross Railroad for a franchise for a trolley line from the Bloomfield boundary through North Clinton and Amherst streets and Rhode Island avenue to Valisburgh The action of the couneil was attended by a lively interchange of personalities between several members of the council and Francis M. Eppley, the president of the company.

When the application was taken up Councilman Jackson referred to the inng time that is had been under consideration. He then moved that the tranchise be obtained if the company did not wish to withdraw it Larved Brackens representand that with he with true the tip the a-

Community tody word the walls the a long time the grincipal question had been regarding transfers. There were there uther important questions an stake, had all these had been schordinated. Contaminan Could declared that a large majority of the mainess men in Main spread had partitional for the road but in had partitional for the road but to find never heard the petition read. Mr. Gedney said he favored a crosstown line He wented to know what assurance, if any the Railroad committee had that any other company would build such a line and size transfers. No one right to this Commitmen Basrie de

trat fers, and these could en of the city wanted the road dash track. After that had been done the people began to ratee the question of transfers. This was still an open question between the Essex Cross and the

North Jersey, and had not been settled. Mr. Eppley, he said, had had an appoint ment to meet Level Young less Thursday but the latter was muchly to keen the or er the North Jersey would give transfers and 'Mr. Burgham questioned whether the North Jerses would build a crossiown there determined there of its there in Part Onlings If it both a cro-stown line, he declared, it would cross the Main street line, the proposed Central avenue tracks and the third read which will ultimated be built down Springdale avenue for \$1 would be of more benefit to the people than a transfer.

"Nothing sooms to go in East in age." remarked Mr Hadrom "unter to to man and Liberthal in New it & and state I by David Assung

Pronth W. P. O and and to be seen small and and he represented a large number of citizens who wanted crossfews trolle He willed agreetlen to the for that it the first abertion both the Beneditand thezen - Carrie ditterns three to fax a of the reused transfer the the the sand the crossiann trad-

Coursellman Y stalls y waid the caty w bertot transit cicilities, left the countries had to give a disideration to the tor the II was proposed running a froil s wil many turn-outs on a narrow street H lutton to the problem.

I want to take occasion at this time continued Mr Yardley, "to resent the remarks of Mr Epidey who come to m to-night and said that if I did not become this petition I was digging my own polit-"I say so yet" remarked Mr. Epider

from the audience. Charles Feat-on, of Arlington by not urged the passage of a franchise. William H. Baker, who was one of the strongeopponents of the Central Syenue trothindorsed what had been said by Mr. For He sari he favored a crosstown trolland a two-and-a-half-cent fare, ite de clared that the latter was of greater to be fit than the transfer privilege.

Mr. Eppley called attention to the cothat between Springdale avenue and Tre ment syenge there would be nine turnou. This is a distance of 12:000 fort. He stacks of the seivantages of the two-and-a-half

This town is in the hands of a railroad company," he declared, "and before we can get our franchise Mr. Young will have to take his hands off. You know the friendship that exists between Mr Young and Conneilman Jackson, chairman of the Bailroad Committee, Mr. Lackson and Mr. Young are great friends Then there's Conneilman Baigrie. Every action that is taken by this council in reference to your road is reported to Mr

Soning by Mr. Raigrie g At this point Mr. Eppley was requested by Chaigman Cardwell to refrain from per-onalities. 'At a conference a short time ago,'

continued Mr. Eppley, "I stated that a two-and-a-half-cent fare was the most liberal proposition that any company could make. If Mr. Young and the North Jersey (ake their hands off we will get a franchise in Rast Orange.

Some time ano," said Mr. Baigrie, "I received a telephone message from Mr Eppley, who wanted to meet me. He said to me that no one knew then the proposed route of the E-sex Cross, but he would tell me the route so that I could be on the inside and get options on property along the route. I dropped Mr. Eppley

"As far as Mr. Walgele's statement p

garding ortions is concerned." replied Mr. I never had any such conversation with him."

"Mr. Eppley seems to be under the im-pression that the North Jersey control-this council," said Councilman Digheltree. "I want to say that the North Jersey don't own me and has an string at-

Mr. Gedney said that he was surprised at some of the remarks that had had not made, and he thought some consideration should be taken of the fact that he food was not made up of one man, but that several large taxpayers of East Crange were interested in it Councilman Jackson and their was no

necessity for replying to the remarks of the president of the company because they were entirely uncalled for and un-true. He declared be had never find any conversation with Mr. Young regarding the matter except that vesterday the latter had telephoned him asking that the application is laid over the had replied he said, that the matter had been pending for so long that it could not be further postponed. He said he had understood ferring on the transfer quastion, and he supposed it was because of this that Mr. Young had inferenced times it in the

company wished to withdraw the negative the resolution dons to the appearance catton was carried the column Yander. Dores, Vanderhoot Bateste templicities Prownell and Jacks is a ting in the au-firmative and their worlds and Cara-

Evening of Scottish Song

The many friends of Miss Amy Murray will be pleased to learn that the will give one of her delightful lecture recitals of Scottish songs and ballads on Wednesday evening, March 18, at the Orange Valley Congregational Church, Highland Avenue, Orange.

Mise Murray has entarged her repertoire since her tour in scotland last summer, and those who have heard her before will consider themselves fortunate in being able to hear her again, while those who have not yet had the privilege of listening to her delightful rendering of Scottleh songs. will be glad to avail themselves of the opportunity to enjoy such a treat.

I'njust Apportionment.

The engineer's estimates of probable use of the Passaic River Valley trunk sewer allow for an outflow of 175 gallons per capita for East Orange, Orange, Montciair, Gien Bigomfield, so that in the matter of us each of these municipalities stand on the same basis. In the matter of valuations, the commissioners, report shows the valuation per capitain Gien Ridge, \$933; in East Orange, \$848; in Montclair, \$741; in Bloomfield, \$522, and in Orange, \$443 It will thus be seen that on the basis of use there could be absolutely no equitable division of construction cost on the basis of taxable valuations, and no argument is needed to prove that the value of a sewer to a man has nothing whatever to do with the value of his taxable property. These figures show the injustice of a valuation apportion. ment of the cost of construction.

The Board of Estimate.

The Board of Estimate held a meeting Tuesday night for the purpose of discussing the request of the Bord of Education that the sum of \$10,500 be placed in the tax budget for school purposes. The School Horr vas represented by Thomas Oakes, Walliam A. Baldwin and Flederck R. Pich, and the Town Council by George Peterson, John R. Conias and William Douglass Moore. Superlutendent of Schools William E. Chancellor was present at the centerence. No definite action was taken in regard to the school appropriation, and the matter was laid over until Tuesday evening when the Board will meet

A Possible Long Wait.

The petition of the Essex Cross Railway Company for a franchise for a crosstown railroad has been disposed of by an adverse vote, and citizeds fiving adjacent to its propose route nd remote from Main Street route inouflittely the privilege of walking o nd som Main Street, or enjoying the b service at infeen to twenty five cents per service. There may be some among them who fall to fully appreciate that privilege, and there my be property owners whose hores of bringing beir unproductive property into the market for immediate improvement are dashed, but they must wait until me plan can be devised that will land all passengers in Newark without cost, or will eliminate from the proceedings man who seems to be per-The process is beneficiary from the action of the Outell appears to be the North Jersey Railway Company, which, as things stand at present, seems to have driven from the field a possible competitor not only for East Orange business, but for throughstravel between Bloomfield and E zabeth. It is said that the company has already filed its map for the same route in this city with the Secretary of State, and is obtaining consents preparatory to petitioning for a franchise over the same streets. The public will await with Interest the submission of that petition and the action of the Council upon it. If it proves to be only a local line, the public will be a distinct sufferer through the failure to obtain the proposed interurban road -East Orings tonzette

FRANCHISE DENIED

BY THE EAST ORANGE CITY COUNCIL TO THE CROSS RAILWAY CO.

An Exciting Time Between Advocates and Opponents of the Trolley Line-Hard Things Baid on Both Sides-Three Councilmen Vote in Paver the Franchise.

The East Orange City Council on Tuesday night by a vote of 7 to 3 desied the application of the Essex Cross Ballway Company for a franchise in that city. When the vote was taken Chairman Cardwell and Councilmen Gedney and Condit voted in the negative. Those who favored the resolution were Counclimen Yardley, Dorer, Vanderhoof, Baigrie, Ougheitree, Brownell and Jackson The result of the vote was received with hearty applause from the

The meeting was an exciting one, and the crowd of spectators was made up of opponents and advocates of the proposed trolley line, and the speakers on both eldes displayed considerable temper in their remarks, and the Chairman had a difficult task in preserving order.

When the application for a franchise was taken up for consideration, Councilman Jackson, Chairman of the Railroad Committee, said: "This petition has been before the Council a long while, having been laid over from meeting to meeting at the suggestion of the railroad company. At the last two meetinge it was laid over with the understanding that it was to come up for final action at this section. On behalf of the committee I am requested to make a motion that the position be denied or that the railrest company have the privilege to withdraw their application."

Notwiths anding the application had been before the Council for a long time, and hearings had been given to both opponents and dvocates of the trolley, both sides had much to say on Tuesday night.

Councilman Ougheltree referred to the Orange cross-town line, which was built by Mr. Eppley, as "a one-horse, bobtailed, half-operated road," which never amounted to anything until it went into the bands of its present owners. If the franchise in question was granted there was nothing that would prevent the directors from seiling the road to the North Jersey, and thus enable that road to forever operate a cross town line with | 204, which was in charge of Motorman extra fares and no transfers.

Mr. Eppley, to the course of his remarks, declared that East Orange was in the hands of a railroad boss. David Young, he said, was a very good man and a very good friend of Councilman did not "cut a figure," for if Mr. Young damage was done. would take his bands off, the cross-town company would be granted a franchise.

Members of the Council took offence called to order.

David Blugham, our of the directors of the Essex Cross Ballway, reviewed the proceedings in history of the applinot prepared to state whether the North 1, the Oranges. Jersey would ever grant trausfers, Mr. Blugbam declared that his company would give the citiz-us the best they

The proposition to sell forty tickets for one dollar was considered a good offer, as the proposed road would ensble the people to do their shopping in East Orange. Was it not possible, he said, to have anything that was not made in Newark and labelled by David Young?

Convincing arguments in favor of the trolley were made by Franklin W. Fort, son of Judge Frankiin Fort, who explained that he and others considered that it would be good policy in the interest of the public to grant the franchise. That the people want the road was clearly demonstrated in the last election, when both sides favored the trolley. Real estate dealers, he said, who are always alert to the best improvements, think that the trolley should be built.

Mr. Fort stated that he did not consider it good policy for the Council to refuse to grant a franchise to any company because that company could not get transfers from the North Jersey. If the application should be denied, the Council would be shutting out all trolley competition and cheapening all its present franchises.

The refusal of the East Orange City Council to grant the Essex Cross Railway Company a franchise is a serious affair in course of the company's operations west of East Orange. It has secured franchises in Vallaburgy Irvington and Elizabeth, and can operate a railway from the East Orange line to Elizabeth, but it is not evident what benefit would accrue to the company from a franchise in this town without right of way through East Orange.

The Rast Orange application hinged on the question of transfers. There is

no doubt at all but what the Essex Cross Ballway Company could not effect a trapsfer agreement with the North Jersey Railway Company, and the offer of forty fares for one dollar was a better proposition for the people of East Orange from a local business standpoint than transfers to Newark on other lines. The probability is that the company, if it gets a franchise here, will build and operate its line up to the Bast Orange boundary line on two sides of that town, and swalt the development of public sentiment in favor of the extension of the railway through that city.

Trelley Dangers.

A repetition in a minor way of the Clifton Avenue tragedy occurred on Tuesday morning at the Cone Street grade crossing of the Orange and Passale Valley trolley line and the Lackawanna Railroad. According to people who were witnesses, the accident was caused by the effort to get the trolley car to the station before the 7.46 New York train left. There were several passengers on the trolley car who wanted to catch that train, and it is alleged that the motorman was making extra time down Cone Street in order to accommodate them.

The next trolley which came along also got beyond the control of the motorman and ran across the track. There was nothing in its path, however, except a milk wagon. The horse was knocked down, but there was no damage

Cone Street from Main Street to the Lackswanns Railroad descends at a slight grade, but insemuch as care of the traction company have to stop at Main and Cone Streets, and again upon reaching the railroad station, they seldom attain any considerable speed in going down the grade. The company's regulations require all care to stop before crossing the steam ratiroad tracks, and the conductor's duty is to run ahead and signal if the way is clear. This is a necessary rule, because a view of the tracks in either direction is shut off by various buildings and by curves in the road.

John Ober was the motorman of the car which crashed into the train. His vehicle was No. 202, and John Foster was the conductor. Ober admitted that the car got beyond his control on account of the slippery raffe, and in the confusion be forgot to open the sand

. The next trolley going south was No Girds. He, too, lost control of his car as it was going down Cone Street and forgot to turn on the sand box. There was no train in the station this time but a milk wagon was going over the crossing and the trolley bit it equarely Jackson. The objections in the room and knocked down the horse. No other

After these occurrences the troiley company sent out a man with a big bucket of sand, and he applied it liberat this statement, and the speaker was ally to the tracks along Cone Street, so that further suppling of the care was

There are no derailing switches at the Cone Street crossing. In fact, there cation of his company. White he was are none at any of the grade crossings

Another Death Trap.

The Crifton Avenue tragedy in Newark last week hee had the result of directing official attention to all grade cross. ings of troiley and steam roads in this county. At the meeting of the Montclair Town Council Monday night a resolution was adopted relative to the Bloomfield Avenue crossing in that town. It was offered by Councilman Crawford, Mayor Duncan said he was glad it had been presented, as he had intended to bring up the matter himself. The resolution was:

"Resolved, That in the opinion of this Council, the grade crossing of the Delaware, Lackawanna and Western Ralls road by the cars of the North Jersey Street Railway Company at Bloomfield Avenue, in the town of Montclair, is an exceedingly dangerous crossing, which might well be done away with.

"Resolved, That a copy of these resolutions be forwarded to the Board of Chosen Freeholders of Essex County. having charge of said Bloomfield Avenue, with the request of this Council that they take the matter up with the North Jersey Street Ballway Company with a view to doing away with said grade crossing."



Thomas M., Tryniski 309 South 4th Street Fulton New York 13069